



Transportation Investment Generating Economic Recovery (TIGER) Grant Application

TIGER Funds Requested: \$34 million

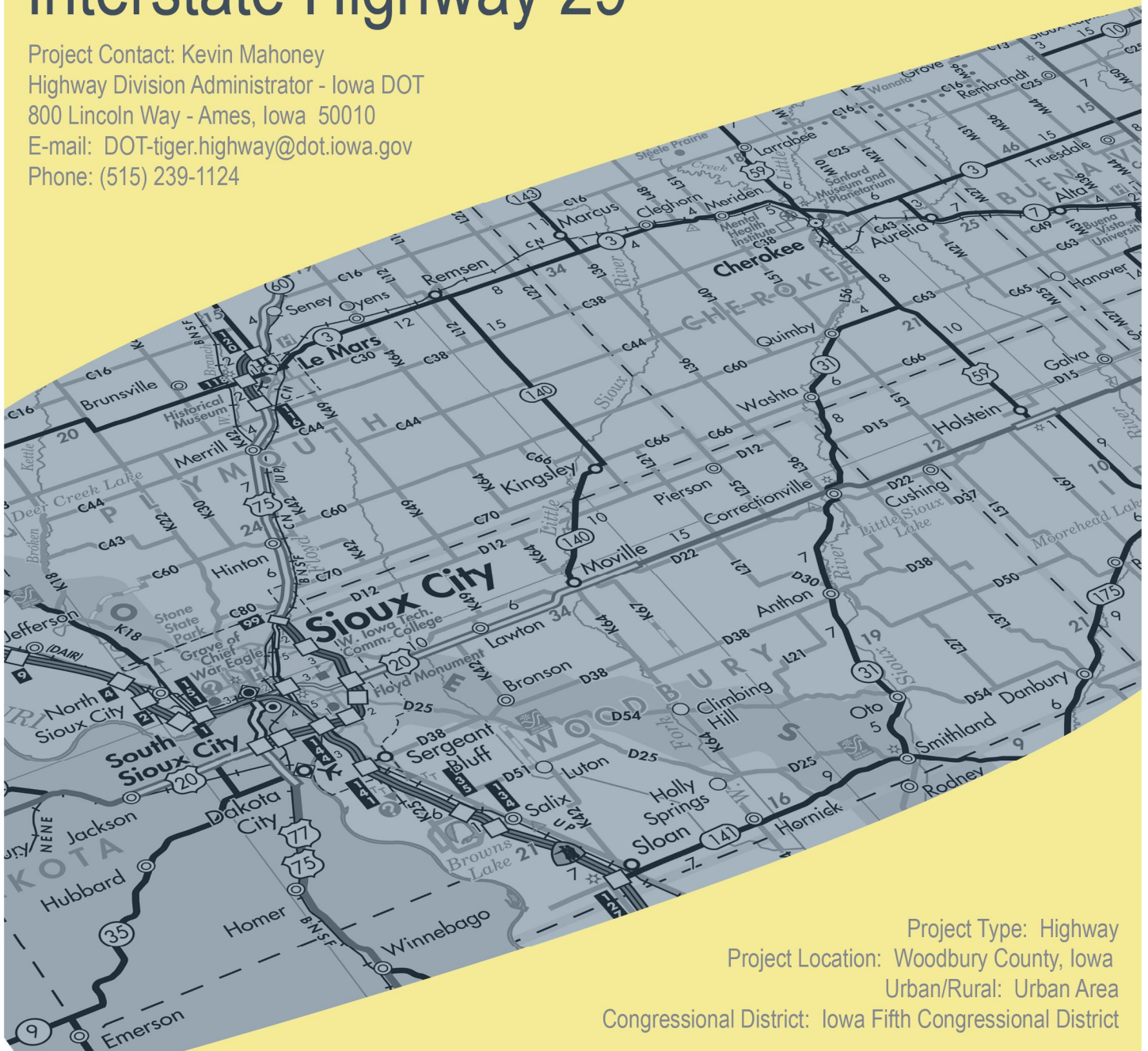
Iowa DOT DUNS No: 12-052-7275

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Interstate Highway 29

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Project Type: Highway

Project Location: Woodbury County, Iowa

Urban/Rural: Urban Area

Congressional District: Iowa Fifth Congressional District

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Project Summary

The I-29 corridor is integral to the economic success of northwest Iowa, northeast Nebraska, and southeast South Dakota – particularly the greater Sioux City area. Fifty-seven percent (57%) of the regional workforce (or more than 54,000 workers per day) use I-29 to commute to jobs in Sioux City. Consequently, the proposed expansion of this roadway system has a direct bearing on the movement of goods and services, workers, and recreational travelers to regional points of interest and beyond.

High accident rates and increased delays impacting the 10-mile stretch of Interstate 29 prompted the Iowa DOT, Siouxland Metropolitan Planning Organization (SIMPCO), and City of Sioux City to initiate a study of the local interstate system. In addition, the study examined a pressing need to upgrade the roadway to the current standards and travel demands. The study divided 10 miles of I-29 into segments, analyzed deficiencies of each segment, prepared alternatives for improvements, and prioritized each segment.

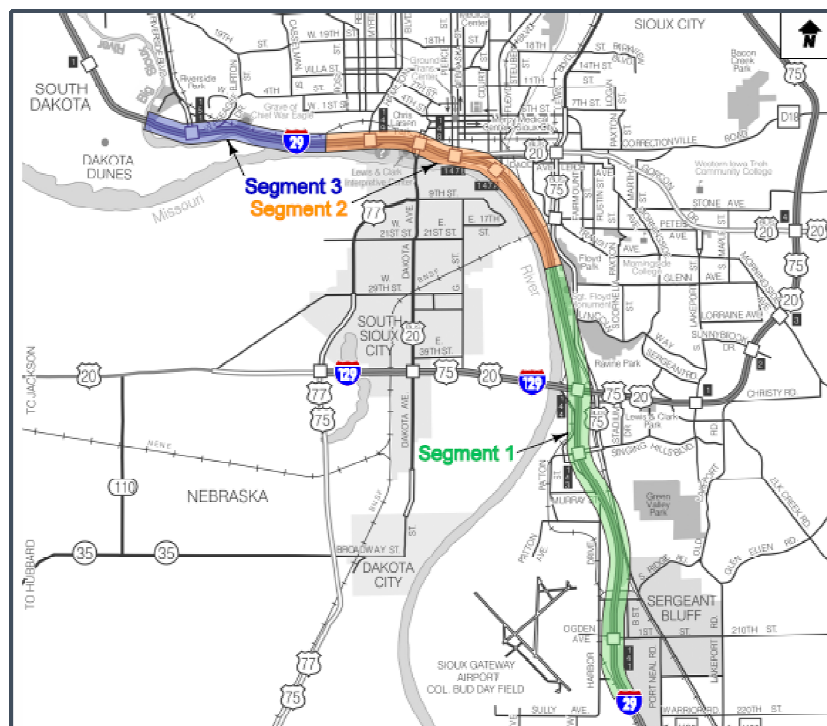
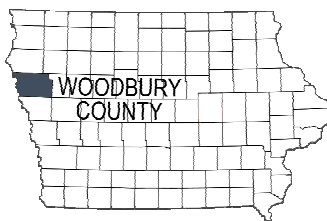
The project design will expand I-29 mainline from four lanes to six lanes with complete reconstruction of five service interchanges. The roadway alignment of the proposed six-lane facility balances many constraints including the Missouri River,

Union Pacific Railroad, built up environment of Sioux City's downtown, several contaminated sites and the recreational parkland and trails which line the Missouri River.

When completed this facility will improve the operational efficiency and safety to accommodate an ever growing regional population and increased travel demands placed on the urban section of I-29.

This TIGER Grant funding proposal is requesting \$34 million to complete Segment 3 of the I-29 Corridor. Projected benefits resulting from this investment and previous commitment of resources from the Iowa DOT, City of Sioux City and the SIMPCO will result in:

- Improved access to land for new economic development projects with an estimated 4,400 new jobs at an annual payroll of more than \$94 million and investments in new building construction totaling \$290.6 million – within one mile of the proposed project.;
- Improved opportunities for intermodal transportation connections by barge, rail, airport and highway access;
- Revitalization of brownfield sites in the urban core;

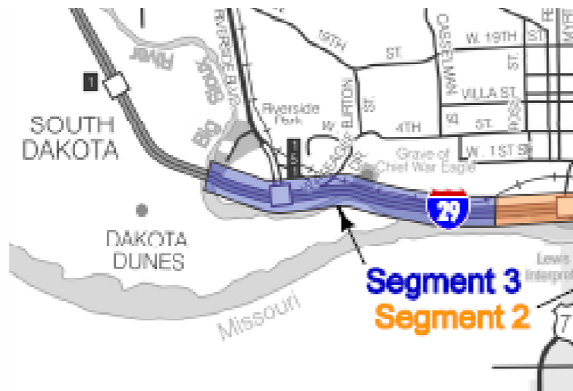


and

- Enhanced access to U.S. Highways 20, 75, 77.
- Additional expected outcomes from the proposed I-29 Corridor include the following.
 - *Increase Safety:* Over the last five years, 116 crashes occurred along the existing I-29 alignment with five fatal crashes, 38 injury crashes and the remaining 73 crashes involved property damage. This rate is above the statewide average of 66 crashes/HMVM for Interstates. However, expanding the roadway from its present four-lane configuration to six-lanes will help address capacity issues which will alleviate some congestion-related accidents.
 - *Improved Operational Capacity and Access to the Sioux Gateway Airport and Barge Transportation on the Missouri River:* I-29 provides access to the regional airport that serves both commercial and general aviation traffic. In addition, this facility serves as a post for the Iowa Air National Guard. In addition, access to barge and pipeline facilities along the I-29 corridor will be enhanced by the proposed upgrades.

Project Description

The Segment 3 component of I-29's multi-segment reconstruction specifically facilitates the improved mobility and safety of travelers entering, passing through, or exiting downtown Sioux City, Iowa, and adjacent commercial and industrial areas. **Segment 3** is the northern most portion of I-29 in Sioux City.



The project area begins just west of the Hamilton Boulevard interchange and continues west to the Big Sioux River at the South Dakota state line. The project area encompasses the existing Iowa 12/Riverside Boulevard interchange. Proposed Segment 3 improvements are anticipated to include upgrading mainline I-29 from four lanes to six lanes and upgrading the existing Iowa 12/Riverside Boulevard interchange to a standard diamond configuration. A Categorical Exclusion NEPA document was approved in 2007 for Segment 3 and construction for the project began in 2009.

The proposed project is part of a larger reconstruction effort through the Sioux City area to sequentially reconstruct I-29. Segment 3 is illustrated on page 1, along with the other project segments.

The Missouri River parallels much of the project corridor on the south and west. Railroad right-of-way owned by Burlington Northern Santa Fe (BNSF) and Union Pacific (UP) Railroads parallel much of the project corridor's eastern and northern boundaries. The land adjacent to the railroad right-of-way has been developed or is likely to be developed in many areas along the project corridor.

The project corridor locally serves the Sioux City Downtown Central Business District and adjoining industrial areas. The project study area was selected after reviewing relevant traffic patterns in the corridor as part of a previous I-29 corridor study completed in 1997.

I-29 is an interstate highway in the Midwestern United States that was authorized by the Federal-Aid Highway Act of 1956. As such, I-29 became part of the Dwight D. Eisenhower National System of Interstate and Defense Highways. It runs from Kansas City, Missouri to the Canadian border near Pembina, North Dakota.

The project corridor in Sioux City is part of larger component that connects Sioux City to Sioux Falls, South Dakota and Council Bluffs, Iowa. I-29 also serves the needs of businesses and residents in eastern Nebraska and southeastern South Dakota that commute to Sioux City for employment opportunities.

The portion of the Interstate system within Sioux City was opened to traffic in 1961. Since 1961, no major roadway improvements have occurred to the mainline of this section of the Interstate except for two partial resurfacing projects that occurred in 1970 and 2002.



Project Parties

Federal Highway Administration (FHWA), the Iowa Department of Transportation, the City of Sioux City, Iowa, and the Siouxland Interstate Metropolitan Planning Council (SIMPCO) are the project parties.

Each party supports project funding for similar, but unique reasons respective of each agency's mission. The **FHWA** supports Federal stimulus expenditures as a part of its mission to preserve and protect the integrity of the National Highway System, of which I-29 is clearly a Midwestern part.

Iowa DOT is charged with implementing the FHWA's mission and programming appropriate improvements to improve mobility and safety of the Interstate System within its jurisdictional limits. Iowa DOT's needs far outweigh its resources to pay for all of the needed statewide improvement projects, including I-29 in Sioux City.

The **City of Sioux City** supports the project as a key infrastructure component in its continued revitalization efforts for improved connectivity, accessibility, and safety. As a regional business center and the largest employment center in Northwest Iowa, it is imperative to the City that the I-29 project funding be used in support of the many other initiatives to revitalize the community described within this grant application.

The **Siouxland Interstate Metropolitan Planning Council (SIMPCO)** is the metropolitan planning agency representing cities in northwest Iowa, northeast Nebraska and southeast South Dakota. SIMPCO has been a key participant in the I-29 project and has committed federal STP funds toward the corridor.

Grant Funds Requested

The Iowa DOT is requesting a total of \$34 million for the I-29 project, segment 3.

Sources and Uses of Project Funds

The Iowa DOT is seeking \$34 million to complete Segment 3 of this project.

Sources and Uses of Project Funds

Uses/Sources	Iowa DOT	Federal Funds	City of Sioux City	SIMPCO	TIGER	Total
Activities completed to date – Segment 1	\$2,995,386	\$204,752	\$0	\$0	\$0	\$3,200,138
Activities completed to date – Segment 2	\$6,523,478	\$453,486	\$0	\$223,000	\$0	\$7,199,964
Activities completed to date – Segment 3	\$1,997,404	\$86,924	\$0	\$0	\$0	\$2,084,328
Construction Activities Pending (Segment 3)	\$0	\$0	\$1,605,908	\$0	\$34,000,000	\$35,605,908
Total Costs – I-29	\$11,516,268	\$745,162	\$1,605,908	\$223,000	\$34,000,000	\$48,090,338
Percent of Total I-29 Costs	24%	2%	3%	<1%	71%	100%

Totals as of July 1, 2009

The referenced sources and uses of funds table references the significant level of funds that have already been committed to the I-29 Corridor project – including commitments of funds from the Iowa DOT, City of Sioux City, and SIMPCO.

Primary Criteria

STATE OF GOOD REPAIR:

Interstate 29 (I-29) has national and regional significance as part of the National Highway System and Iowa Commercial and Industrial Network. The highway originates in Kansas City, Missouri and extends 753 miles to the Canadian border. I-29 also represents a significant link for manufacturing and service industries in northwest Iowa, northeast Nebraska, and southeastern South Dakota, as the north-south transportation link between Kansas City and points beyond.

Although the Iowa DOT recognizes the importance of sustaining its surface transportation system and has a sustainable source of revenue to meet the long-term operation and maintenance needs of this project, it determined that the traffic operations and safety within Segment 3 of I-29 is outdated and the infrastructure is in need of replacement. As such, the project is part of the Iowa DOT State Transportation Improvement Program and is cited in the SIMPCO Transportation Improvement Plan.

In fact, poor roadway conditions, coupled with mobility and safety concerns associated with travelers passing through the Sioux City metropolitan area prompted the Iowa DOT to target the segment of I-29 that serves the entire Sioux City area. The Iowa DOT also delineated the project area into three segments. While there are several common characteristics associated with this corridor, the requested TIGER funds will be invested exclusively in Segment 3.

These investments are necessary to reconfigure the Riverside Boulevard Interchange geometry to increase safety, enhance connections to the arterial roadway system, and to alleviate some merging issues between the Riverside and Hamilton Boulevard Interchanges. Efforts to restore Segment 3 to a state of good repair are contingent on two needs:

Improve Safety: A report of physical findings citing several deficiencies in the Segment 3 area, including:

- Deficient horizontal stopping site distance concern for south- and north-bound traffic;
- Two areas impacted by limited stopping sight distances and decision site distance.

- The presence of a right-of-way fence in the clear zone;
- Narrow rural median;
- Light poles located in the clear zone in both south and north-bound lanes; and

The need to improve safety is evident considering five interchanges within the I-29 corridor, but outside of Segment 3, is four to five times above the statewide average for crash rates according to 2001-2003 crash data. Additionally, the I-29 corridor references deficient pavement conditions. In fact, the existing condition of highway structures was evaluated based on the Structural Inventory and Appraisal (SI&A) data. The SI&A ratings are based on the FHWA criteria for evaluating the existing conditions. The overall structure condition was based directly on the SI&A ratings. The SI&A ratings address structural adequacy and safety, serviceability and functional obsolescence. Rating values at or below a score of 59 indicates that the facility does not meet the pavement condition criteria. As such, both pavement and bridge condition deficiencies were cited in the segments outside of Segment 3.

"The proposed improvements will provide for an operationally improved and **safe facility** that will **accommodate increased traffic demands** not only for today but well into the future."

-Deborah V. Durham, Irving Jensen III
Siouxland Chamber of Commerce President

Improve Operational Capacity – Exit and entrance ramp design, lane and route continuity, lane balance, ramp sequence and spacing, and guide signage were included in the operational features review of Segment 3. The findings determined that there are two locations southbound and one location northbound that exhibit deficiencies with respect to ramp design.

Ultimately, the Iowa DOT proposes the construction of a tight diamond interchange to allow routing of high (oversized) loads that will go around the overpass by using the ramps. This interchange will replace the free-flow northbound I-29 exit ramp with a stop-controlled ramp terminal intersection that will provide better spacing between the ramp terminals. The tight

diamond design also locates the ramps sufficiently far away from the existing trail to allow for earthwork without impacting the existing trail.

Provide for Driver Expectancy: In the project corridor, short acceleration and deceleration lanes, tight curves, and poor sight distance are existing factors that contribute to crashes by not consistently meeting driver expectations. While not directly related to Segment 3 improvements, future corridor improvements will improve:

- The horizontal stopping sight distance on I-29 at Wesley Parkway, near Pearl Street, at the Floyd Boulevard Interchange, and south of the BNSF Railroad Bridge does not meet minimum criteria based on American Association of State Highway and Transportation Officials (AASHTO) Policy.
- A sag curve just east of the Nebraska Street/Pierce Street Interchange and a crest curve over the Nebraska Street/Pierce Street Interchange do not meet the minimum criteria for vertical stopping sight distance. Decision sight distance from the Hamilton Boulevard Interchange to the Nebraska/Pierce Interchange does not meet current standards.

Improve Roadway Infrastructure Condition: The roadway infrastructure is reaching the end of its useful life and the need for new pavement throughout the corridor and new or upgraded bridge structures over Floyd Boulevard and Bacon Creek will be necessary prior to the design year 2030. Operational features for ramps in multiple locations including both north and south bound lanes are also referenced as deficient.

ECONOMIC COMPETITIVENESS:

As the northern most section of the I-29 Corridor project, Segment 3 is a pivotal element because it serves as a primary transportation corridor for people residing in Nebraska and South Dakota that commute to jobs in the greater Sioux City area. In fact, over 57% of the existing workforce uses I-29 to commute to their place of work on a daily basis. While I-29 is recognized as a NAFTA Corridor and is a critical market-to-market connector for the region, Segment 3 is the linchpin that connects Iowa, Nebraska, and South Dakota as part of a seven-county area and a workforce of nearly 100,000 people.

Even now, private sector investment is occurring in the vicinity of Segment 3. For example, the Woodbury Heights residential development is located near the Riverside Boulevard Interchange and has plans to allow for the construction of 100 single-family homes in the area. War Eagle Drive, also adjacent to the Riverside Interchange is experiencing an influx of commercial development.

The potential also exists for the redevelopment of a previous plastic manufacturing plant located along Riverside Boulevard. This facility could be converted to an alternative industrial use or a commercial



project.

Two other segments, that are not part of this funding request, make up the balance of the I-29 Corridor. As such, these segments also bring several ancillary characteristics that make this Segment and Corridor economically competitive. Some of the more significant attributes include:

- Rehabilitation of several arterial projects, including Hamilton Boulevard, Gordon Drive, Riverside Boulevard/Iowa 12 (Segment 3), Dakota Avenue, the US 75/US 20 Bypass, and Lewis Boulevard. Other notable projects include reconstruction of Villa Avenue, Floyd Boulevard/Dace Avenue intersection improvements, reconstruction of Hamilton Boulevard and the US Highway 77 Missouri River Bridge Rehabilitation project. These projects are listed in the SIMPCO 2030 Long Range Transportation Plan and when completed will enhance connections from the I-29 corridor to developed and under developed areas in Sioux City.

- Improved mobility and access to areas that can accommodate new industrial, retail and service oriented businesses. These areas include downtown Sioux City, the Hoveen Valley Industrial Area, the Port of Sioux City for barge shipping, and the Sioux Gateway Airport., and access to the Union Pacific and Burlington Northern Santa Fe Railroad services.
- The Corridor also poses opportunities to revitalize brownfield sites such as the former Sioux City Stockyards and Fourth Street Place. These areas have been hampered by environmental contamination and limited means of accessing developable areas. However, many of these areas – the former Stockyards in particular have benefited from being designated as an EPA Brownfields Area. Since the late 1990s, the City has secured and invested EPA Brownfield Assessment and Cleanup Grants to evaluate and mitigate known environmental concerns in these areas.

The combination of improvement within all three segments of I-29, the potential for a new interchange at 235th Street, and, of course, the proposed improvements at Segment 3 will contribute to improved mobility and enhanced safety throughout the Sioux City urbanized area. Collectively, these improvements will serve as a catalyst for economic competitiveness.



general on the Sioux City regional and local transportation system, 2030 transportation modeling



Access changes associated with the proposed project will result in beneficial impacts on some businesses in close proximity to the I-29 corridor. Retail businesses and other types of businesses dependent upon accessibility and visibility would be more directly affected by the physical proximity and access to a roadway. Although there are limited numbers of highway-oriented businesses near I-29, those that are located in the area could have their competitive position positively affected by changes in access. .

LIVABILITY:

Roadway improvements associated with the proposed project are expected to foster beneficial results, including the implementation of future growth and planning policies. The proposed project is consistent with the goals, policies, and guiding principles outlined in the City of Sioux City's Comprehensive Plan, *My Home, Our Neighborhood, Everybody's Hometown* by identifying that the existing transportation facility will be improved to support the goals identified in the comprehensive plan. Among these goals are the following:

- Continue to work with state officials to ensure that Sioux City receives the greatest benefits from I-29 improvements
- Create a transportation hub near the present I-29 / Floyd Boulevard intersection to provide better access to Hoveen Valley, Gordon Drive, Dace Avenue, and Lewis Boulevard.
- Promote the balanced and sustained economic growth of Sioux City and the region through the efficient movement of goods and people in a safe,

energy efficient, and environmentally sensitive manner.

- Take advantage of Sioux City's location on the north / south transcontinental transportation lines, due to the North Atlantic Free Trade Agreement (NAFTA).

Segment 3 will be constructed with the existing I-29 right-of-way. This will minimize the impact of the proposed facilities on adjacent land uses that would be converted or further influenced by transportation uses.

Corridor improvements support Sioux City brownfields redevelopment by improving access to city streets and target sites currently served by existing roads, water, sewer, etc. for assessment. By re-using existing infrastructure, the City helps to maintain a dense community while also promoting a more walkable environment. The City will use zoning codes to maintain the sustainable redevelopment of the former brownfields areas.

Improved access from I-29 and greater mobility will help the City of Sioux City promote new businesses that are environmentally conscious and offer economic incentives for long-term commitments to the area.

Likewise, the City will provide incentives to existing businesses to adopt best management practices to become stewards of the environment. Implementation of best management practices will help decrease the chances of recreating brownfields. Future zoning in these project areas will be non-residential with green space buffers adjacent to environmentally sensitive areas such as the Floyd and Missouri Rivers.

The combination of smart development requirements, targeting environmentally conscience companies, and incentives offered by the City to existing industries to implement best management practices, will result in reducing the chances of recreating brownfields. The City will target businesses that have environmentally responsible track records to locate within the project area and corridor.

Future landscaping ordinances will require vegetated greenspace areas that will aid in cooling buildings

thus lower energy consumption and retain stormwater runoff. Proposed corridor improvements will incorporate vegetated stormwater retention ponds and other pollution prevention practices that will reduce the quantity and improve the quality of water discharged to the Floyd and Missouri Rivers.

The long-range business impacts of reconstructing I-29 will be a function of and dependent on regulatory controls such as tax incentives, future land use plans, and zoning regulations. Assuming that regulatory controls contribute to a favorable business climate, improvements to I-29 would improve mobility throughout the Sioux City region and improve its ability to attract and retain businesses that depend on efficient and effective movement of goods and services.

The Iowa DOT will continue to partner with the City of Sioux City on appropriate aesthetic treatments associated with the proposed project to integrate design features of the proposed project with planned visual and aesthetic themes chosen by the community for public corridors. Several conceptual designs were prepared in 2008 to provide an opportunity for public comment on potential themes and treatments to visually integrate the corridor improvements into the urban fabric.

As other (non-segment 3) projects progress through the design development phases, aesthetic concepts are not final but will be included into design where applicable. The level of aesthetic enhancements identified in the design plans and implemented in the final project will be dependent on the amount of local contributions provided for these items. The Iowa DOT cannot fund all of the enhancements through basic project funds and therefore will continue to partner with the City of Sioux City for needed local financial support to incorporate many of the design ideas identified.

SUSTAINABILITY:

While the proposed improvements to I-29 focus on mobility and safety, the project creates some residual benefits in terms of enhancing intermodal connections between I-29, the Union Pacific and Burlington Northern/Santa Fe railroads, the Sioux Gateway Airport, and Barge/Pipeline businesses located along the Missouri River. The Iowa DOT is confident that improved mobility and enhanced connectivity to these facilities will, in fact, create a more sustainable environment.

Intermodal transportation has long been credited with providing business with a diverse means of distributing raw materials and finished products in an economical manner. As such, the improved mobility resulting from proposed I-29 improvements will achieve:

- *Improved access to undeveloped land that is adjacent to multimodal transportation opportunities. This is particularly true for an expanse of land located within Segment 1 of the I-29 corridor.* Over 11,000 acres of land is immediately adjacent to I-29, the UP railroad line, the Gateway Airport and the Missouri River. This clearly provides opportunities for new job creation and the enhancement of the tax base as well as utilizing more efficient, less energy intensive modes of transportation.
- *Attracting sustainable energy businesses: The City of Sioux City and the Siouxland Initiative are actively engaged in a business attraction campaign to lure wind turbine manufacturing and related alternative energy manufacturing operations.* It has already been determined that wind characteristics of northwest Iowa are advantageous from an operational perspective. In addition, manufacturers look for ready access to large-scale tracts of land and alternative modes of transporting completed blades, generators, and related components from the manufacturing operation to the sites where these facilities are assembled.

In addition, the TIER II and CAFÉ emission standards will require new vehicles to generate lower airborne pollution resulting in higher fuel efficiency rates.

SAFETY BENEFIT

Constructing the Segment 3, I-29 improvements is expected to reduce the total number of crashes by nearly 216 crashes over the 30 year life of the project resulting in a monetary benefit to the project of over \$133.6 million. By expanding the roadway from its present four-lane configuration to six-lanes, plus improving the interchange at Riverside Boulevard to a standard diamond configuration will address the capacity issues and mitigate congestion-related accidents.

EVALUATION OF EXPECTED PROJECT COSTS AND BENEFITS¹

The Benefit/Cost Analysis completed for I-29 Segment 3 is summarized in the table on the following page. Per the guidance provided by the notice, a discount rate of 7% and 3% has been applied to future benefits to obtain the present value in 2010 dollars.

Project Costs

- *Construction Costs:* The estimated construction cost of completing Segment 3 of the I-29 project totals \$34 million. This cost includes upgrading the mainline from four lanes to six lanes and upgrading the existing Iowa 12/Riverside Boulevard Interchange to a standard diamond configuration.

Project Benefits

- *Safety Benefit:* With the assumed 25% reduction factor applied, the proposed I-29 project is expected to reduce the total number of crashes by 216 crashes over the 30 year life of the project resulting in a monetary benefit to the project of over \$133.6 million (3% discount rate) and nearly \$33 million (7% discount rate).
- *Travel Time Benefit:* The widening of I-29 from a four-lane divided facility to a six-lane divided facility will not result in a reduction in trip length through the corridor. However, the added capacity is expected to increase the free flow speed of the corridor slightly. The Highway Capacity Software was used to determine the free flow speed of a

¹ BCA is based on the requested level of TIGER funding to support this project.

four-lane facility versus a six-lane facility. Assuming a base free flow speed of 70 mph, the free flow speed of a four-lane facility was determined to be 65.5 mph, while the free flow speed of a six-lane facility was determined to be 67.0 mph. Over the 30 year life of the this improvement is expected to save 360,504 vehicle hours at a present value of \$7.98 million (3% discount rate) or \$4.57 million (7% discount rate).

- The actual aggregate expenditures by each recipient from State sources for projects eligible for funding under the program between February 17, 2009, and September 30, 2010, compared to the level of such expenditures planned to occur during this period as of February 17, 2009.

Further, the DOT will submit the first of these reports in accordance with the prescribed submission guidelines.

Benefits and Costs	3% Discount Rate	7% Discount Rate
Total Benefits	\$141,571,560	\$79,567,095
Total Costs	\$33,554,369	\$32,999,065
Ratio	4.2	2.4

EVALUATION OF PROJECT PERFORMANCE

The Federal Register Notice of June 17, 2009 references reporting requirements for recipients of TIGER Grant funds. The Iowa DOT will comply with these reporting requirements as specified in Section 1201 (c) of the Recovery Act. Specifically, the DOT will report on:

- The amount of Grant Funds appropriated, allocated, obligated and outlayed under the appropriation;
- The number of projects put out to bid under the appropriation and the amount of Grant Funds associated with these contracts;
- The number of projects for which the contracts have been awarded under the appropriation and the amount of Grant Funds associated with these contracts;
- The number of projects for which work has begun under these contracts and the associated amount of Grant Funds;
- The number of projects for which work has been completed and the associated amount of Grant Funds;
- The number of direct, on-project jobs created or sustained by the Grant Funds for projects under the appropriation and to the extent possible, the estimated indirect jobs created or sustained in associated supplying industries, including the number of job-years created and total increase in employment since February 17, 2009; and

Job Creation & Economic Stimulus:

According to 42 U.S.C. 3161, Economically Distressed Areas (EDAs) are areas where the unemployment is one percent or more above the national average or the per capita income is 80 percent or less than the national average. The proposed project is located in Woodbury County, which as of August, 2009, was identified as an EDA. The 2000 Census indicated that 10 percent of Woodbury County's population is below the poverty level. In 2002, the per capita personal income in Woodbury County was \$26,877. This was an increase of 17.7% from 1997; however, the 2002 figure was 87 percent of the national per capita income, which was \$30,906.

■ *Short-Term:*

The White House Council of Economic Advisers (CEA) has recommended the use of the following rule in estimating the number of jobs created or saved by the American Recovery and Reinvestment Act: \$92,000 of government spending creates one-job year. Based on this factor, the investment of \$34 million to construct the Segment 3, I-29 improvements would generate over 369 job years.

It is anticipated that the construction related jobs will materialize according to the schedule cited below:

- Quarters 1 & 2 (2010): 39 job years
- Quarters 3 & 4 (2010): 221 job years
- Quarters 1 & 2 (2011): 55 job years;
- Quarters 3 & 4 (2011): 55 job years.

■ *Long-Term:*

The table referenced below is a projection of long-term jobs that can result from this project. These projected employment figures are based on new development opportunities that are located within one mile of the proposed project. Being that Sioux City is the regional employment center, additional job creation opportunities also exist.

In addition to these projected job opportunities, the greater Sioux City area is home to several agencies that provide employment assistance to economically and physically disadvantaged citizens.

- *Opportunities to create jobs for low-income workers:* As an economically disadvantaged area, Woodbury County and the I-29 corridor benefit from programs and financial assistance tailored to address the needs of low income working families. The Iowa Workforce Development Center provides training, placement, and counseling services. In addition, the City of Sioux City's Economic Development Department and the Siouxland Initiative, the regional economic development marketing agency are actively engaged in business attraction and business retention efforts to create new job opportunities for area residents. The Sioux City Transit Service also provides affordable public transportation, including paratransit vehicles for physically handicapped individuals, virtually round the clock.
- *Opportunities to create jobs for small and disadvantaged businesses:* Both the City of Sioux City and The Siouxland Initiative has a robust business retention program that includes seminars and information on how small businesses and minority businesses can cultivate new markets. The Siouxland Initiative also works with other statewide stakeholders to participate in trade missions and provides opportunities for area businesses – big and small, to participate. The City of Sioux City also encourages the hiring of small and minority businesses interested in doing work for the City. In fact, for large projects, prime contractors are encouraged to partner with small or minority owned businesses as part of a project team.

Future Land Use Economic Effects of the Proposed Project

Land Use	Acreage	Lot (sq. ft.)	Bldg. (sq. ft.)	Employment	Wage Impact	Bldg. Investment	Property Tax Rev.
Commercial	58.9	2,565,684	769,705	1,539	\$20,905,193	\$115,455,780	\$5,063,962
Mixed-Use	36.5	1,589,940	476,982	954	\$24,612,271	\$71,547,300	\$3,138,109
Public Green Space	83.1	3,619,836	0	0	\$0	\$0	\$0
Light Industrial	16.9	736,164	220,849	442	\$11,395,819	\$24,293,412	\$1,065,524
Industrial	55.2	2,404,512	721,354	1,443	\$37,221,846	\$79,348,896	\$3,480,292
TOTALS	250.60	10,916,136	2,188,890	4,378	\$94,135,129	\$290,645,388	\$12,747,887

- Coordination with area and regional organizations to create economic opportunities for disadvantaged workers:* Sioux City is home to a permanent Iowa Workforce Development office that provides placement and training for disadvantaged workers. The types of training opportunities range from securing a GED to providing work place training, and hosting job fairs. These services are provided for no cost and scheduled during convenient times. Additionally, northwest Iowa, southeast South Dakota and northeast Nebraska are home to a growing Hispanic/Latino population. As such, English as a second language training is also provided.
- Have policies and administrative tools in place to ensure that communities work with businesses that work within applicable labor practices and federal laws:* The Iowa Workforce Development agency has administrative responsibility to ensure that all relevant administrative rules pertaining to applicable labor practices and federal laws are known by employers and employees. For those projects where the City of Sioux City is providing some form of a financial inducement or incentive a standard term in the development agreement is that the employer will comply with applicable employment laws and administrative rules. The Iowa DOT also requires that its contractors abide by applicable labor practices and federal labor laws.
- Have policies and administrative rules in place to ensure that the project is implemented consistent with best practices relating to civil rights, equal opportunity laws, etc.:* Consistent with the previous statement, the City requires businesses that reap the benefit of publicly funded projects to adhere to applicable federal and state laws concerning fair labor practices –

including civil rights and equal opportunity laws. This is standard language in bid documents and is part of on-going project review to ensure that project budgets and schedules are being met as well as employment practices are in place.

Additionally, the DOT requires businesses that benefit from publicly funded projects to adhere to applicable federal and state laws concerning fair labor practices – including civil rights and equal opportunity laws. This is standard language in bid documents and is part of on-going project review to ensure that project budgets and schedules are being met as well as employment practices are in place. Moreover, the DOT has a long and successful history of seeing that these practices and policies are followed by contracting organizations.

Project Readiness

The proposed construction of Segment 3 project of the I-29 corridor can proceed immediately if the TIGER funds are awarded. The summary below highlights the progress that has already occurred relative to securing necessary permits and addressing other events that can derail a project.

PROJECT SCHEDULE:

The final design for Segment 3 is complete and all relevant permits have been secured. Subject to a planned letting date in February 2010, construction should begin in March with an anticipated completion date on or before February 12, 2012.

ENVIRONMENTAL APPROVALS:

- A water quality certification from the Iowa DNR under Section 401 of the Clean Water Act;

- A floodplain permit from the Iowa DNR to work within floodplains;
- A National Pollution Discharge Elimination Permit (NPDES) permit for stormwater discharges from construction sites. The procedures and specifications in the NPDES permit and associated storm water pollution prevention plan (SWPPP) will ensure that the BMPs are followed by the highway contractor;
- A Section 106 Archaeological and historic survey was conducted as part of the project in compliance with the National Historic Preservation Act of 1966, as amended, and approval was received. The Iowa DOT continues to coordinate with the Iowa State Historic Preservation Officer throughout the design and construction process.
- Coordination with utility providers has also been completed during the design and construction process to coordinate the relocation and replacement of utilities crossing the right-of-way as well as those using existing right-of-way permits and agreements.
- Sovereign Lands Construction Permit is a joint permit with the floodplain development permit granted by the Iowa DNR.
- *Right-of-Way (ROW) Acquisition:* All right-of-way required to complete Segment 3 of I-29 has been completed.

LEGISLATIVE APPROVALS:

This project does not require any specific legislative approvals. Letters from project supporters, including federal, state, and local legislative leaders can be found at the Iowa DOT ARRA website (<http://www.iowadot.gov/recovery/TIGER/I-29.html>).

STATE AND LOCAL PLANNING:

This project is listed in the 2009-2013 adopted Iowa State Transportation Improvement Program (Five-Year Program), approved by the Iowa DOT Commission and the 2009-2012 State Transportation Improvement Program (STIP) approved by FHWA. In addition, the SIMPCO cites this project in its current Transportation Improvement Program. Sioux City and Woodbury County land use maps also identify

the I-29 alignment in the respective official maps and include recommended land uses that are compatible with the presence of this facility. Links to these plans can be found at the Iowa DOT ARRA website (<http://www.iowadot.gov/recovery/TIGER/I-29.html>).

TECHNICAL FEASIBILITY:

Final design has been completed for this project and the Iowa DOT officials expect the project summarized in this proposal to be completed by Calendar Year 2012.

FINANCIAL FEASIBILITY:

All sources to complete this project are in place, with the exception of the requested \$34 million to complete Segment 3. In the absence of a new federal highway transportation bill, the current funding level will not support this project in a timely manner. The grant will assure that this project will be completed by 2012.

Secondary Selection Criteria

INNOVATION:

The Iowa DOT is in the process of deploying ITS technology in the Sioux City metropolitan area to improve safety and mitigate traffic impact resulting from the multi-year freeway reconstruction effort. This project involves installing 26 pan-tilt-zoom cameras, 26 side-firing radar traffic sensors, 4 overhead dynamic message signs (DMS), 7 side-mount dynamic message signs (DMS), a highway advisory radio (HAR) transmitter and a combination of fiber optic and wireless communications.

Within the metro area, this technology is focused primarily on the I-29 corridor but also integrates a system-wide approach by incorporating US 20 freeway corridors and the primary extensions of IA 12 (Gordon Drive) and IA 376 (Lewis Boulevard).

Sioux City's transit system is also planned for integration. Access and control of the ITS network is being shared with law enforcement and emergency response staff from the City of Sioux City, City of South Sioux City, NE, Woodbury County Sheriff & 911 Communications Center, Iowa State Patrol, Nebraska State Patrol, South Dakota State Patrol, the

Nebraska Department of Roads and the South Dakota DOT.

This access is being provided via the ATMS software in a "virtual" TMC approach using both dedicated Ethernet communications and the public internet bandwidth. The information from the ITS network (camera video, dynamic color-coded traffic flow maps, DMS and HAR messages) will be made available to the public via the TripGuide web pages available thru the Iowa DOT's 511 Travel Information Service.

PARTNERSHIPS:

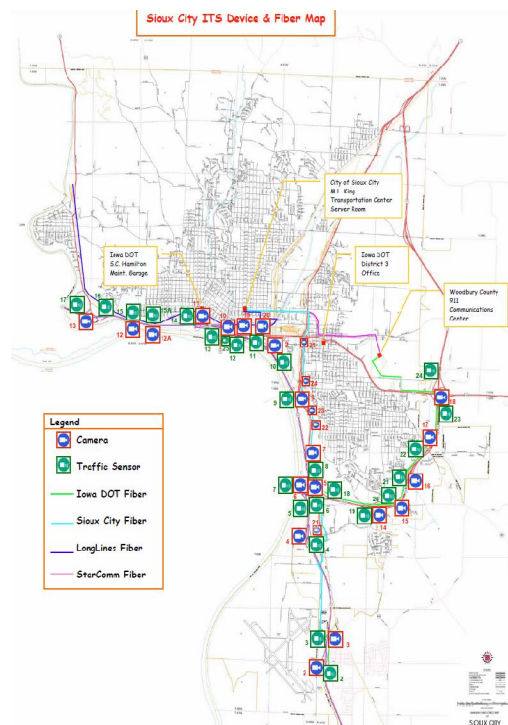
The I-29 project will be offset with financial support from the Iowa DOT, City of Sioux City, and the SIMPCO totaling approximately \$2 million of funding. This represents 4% of the overall project cost.

While the financial commitment of project partners is significant, several factors warrant Federal participation in this project: The Iowa DOT has absorbed significant costs relative to design, environmental permitting, and public involvement costs pertaining to Segment 3. In addition, the City and SIMPCO plan to offset costs associated with utility relocations. Federal financial support is necessary for this project to be completed in a timely manner.

Continued Community Partnering

The Iowa DOT placed a high priority on community involvement throughout the planning process of the I-29 project. This included reaching out to various agencies and community-based organizations and institutions in three states including Iowa, Nebraska, and South Dakota. Numerous groups were formed to help develop a cohesive project. The outcome resulted in community and region-wide support of the project.

The first group of significance was the I-29 Siouxland Metropolitan Advisory Committee (SMAC). The SMAC group included: the Sioux City, IA Chamber of Commerce; Downtown Partners; City of Dakota Dunes, SD; City of South Sioux City, NE; City of Sioux City, IA; Siouxland Interstate Metropolitan Planning Council (SIMPCO); Woodbury County, IA; and Dakota County, NE. The Iowa DOT also invited representatives from the South Dakota Department of



Transportation (SDDOT) and the Nebraska Department of Roads (NDOR) to participate. The Iowa DOT charged the committee with the development of concepts for the I-29 project.

Members of the I-29 Aesthetics and Environment Committee included: an Iowa Great Places Committee member; the Siouxland Chamber of Commerce; Downtown Partners; the Sioux City Art Museum; the City of Sioux City, IA Parks and Recreation Department; City of South Sioux City, NE; the City of Sioux City; SIMPCO; and the Siouxland Cyclists. The committee helped develop Downtown "themes" for aesthetic treatments consistent with the community branding and historic recognition of the area.

The Tri-State Traffic Management Team, which includes the Iowa DOT, law enforcement agencies, dispatch and emergency services from all three states, aided in the ITS project development and incident Management Plan for I-29.

A communication group was formed comprised of individuals and organizations that are notified monthly or as project activity progresses. This group includes the Siouxland Chamber of Commerce, South Sioux City Chamber of Commerce, North Sioux City Chamber of Commerce, Downtown Partners, Sioux City Transit, Tri-state Traffic Management, Sioux City School District, Lewis and Clark interpretive Center, City of Sioux City, Woodbury County Conservation, Sioux City Community Theater, Sioux City Parks and Recreation, Sioux City Economic Development, Western Iowa Tech Community College, SIMPCO and Sioux City Historic Railroad. The participation continues to expand.

Several of these entities have submitted letters of support for this project and they are available for inspection at the project website (<http://www.iowadot.gov/recovery/TIGER/I-29.html>).

Program Specific Criteria

FEDERAL WAGE RATE CERTIFICATION

Please find a copy of the Iowa DOT Federal Wage Rate Certification referenced on the Iowa DOT ARRA Website (<http://www.iowadot.gov/recovery/TIGER/I-29.html>).

CERTIFICATION UNDER SECTION 1511 OF THE ARRA

Please find a copy of the Section 1511 Certification referenced on the Iowa DOT ARRA Website (<http://www.iowadot.gov/recovery/TIGER/I-29.html>).

COMPLIANCE WITH THE NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

A Programmatic Categorical Exclusion (CE) document was prepared for the project and approved on February 1, 2005. The project's NEPA documentation was excluded from the need for an individual environmental action by FHWA. Please refer to (<http://www.iowadot.gov/recovery/TIGER/I-29.html>).

ENVIRONMENTALLY RELATED FEDERAL, STATE, AND LOCAL ACTIONS

Each of the permits or approvals has been received for Segment 3 of the I-29 improvement project.

- A water quality certification under Section 401 of the Clean Water Act from Iowa DNR.
- A floodplain permit from the Iowa DNR for work within floodplains.
- A National Pollutant Discharge Elimination Permit (NPDES) permit for storm water discharges from the construction sites. The procedures and specifications in the NPDES permit and associated storm water pollution prevention plan (SWPPP) will ensure that BMPs are followed by the highway contractor.

In addition, the project required the following permits and approvals:

- *Section 106* - Archaeological and historical surveys were conducted as part of the project in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and approval was received.
- *Utilities* - Coordination with utility providers would also be required during design and construction to coordinate the relocation and replacement of utilities crossing the right-of-way as well as those using existing right-of-way permits and agreements.
- *Sovereign Lands Construction Permit* - This is a joint permit with floodplain development permit granted by the Iowa DNR.

PROTECTION OF CONFIDENTIAL BUSINESS INFORMATION

Not Applicable